

Fuel for Thought

April 2004

The 939th Air Refueling Wing, Portland, Ore.

Vol. 2, Issue 4

939th Logistics Readiness Squadron

Taking the Wing to War

by Maj David Jeske – LRS Commander

The 939th Logistics Readiness Squadron (LRS) is the newest organization in the 939th Air Refueling Wing. Across the Air Force, Logistics Readiness Squadrons were created during the past year to support, manage and assist in preparing wings for their worldwide task of going to war.

The 939th LRS is made up of four very distinct and different flights – Logistics Plans, Fuels, Supply and Transportation. Each one has a unique mission, and contributes to the ability of the wing to deploy.

The Logistics Plans Flight still does all the things we have become accustomed to from the “Loggies”. These airmen manage the Unit Type Codes (UTCs) the wing is assigned, ensuring that units are tasked appropriately with the right mix of personnel and equipment. These UTC’s are the ‘go to war’ packages that are the building blocks of deployments.

The “loggies” also manage the deployments themselves. From ensuring that the correct positions have been tasked, to validating the equipment, these airmen ensure that the right things are headed into the fight. In addition, this flight makes sure that the day of departure, the logistics of the deployed location, and the day of return have been coordinated.

The Logistics Plans flight also manages three other programs that support our war readiness. The War Readiness Material program makes sure that difficult to obtain, but absolutely essential, war material is available at a moments notice to deploy. The Base Support Plan program identifies for the Air Force the maximum capabilities of this base, and any base we may be deployed to support. And finally, the support agreements program lets the 939th ARW leadership know what we can count on from our Guard hosts that will help us get out of town and head to the fight.

The Fuels flights are critical members of any Refueling Wing. The KC-135R is just a cargo airplane without the fuel that it can deliver – and that fuel gets to the Stratotanker by the Fuels flight. The Fuels flight ensures that the airborne gas station will be open whenever the call comes.

The Fuels flight also manages and delivers the other types of petroleum (POL) products required by the wing including liquid oxygen, diesel and unleaded regular gas

(designated MUR). On a typical day, more than 100,000 gal of JP-8 is received, stored, sampled, and issued to base customers. The JP-8 fuel is stored in the two very large visible fuel tanks in the POL compound, and is delivered by the Fuels flight to awaiting KC-135R and F-15 aircraft.

The Fuels flight plays another critical role in the operation of the wing. When the aircraft have problems, and the

aircraft must be emptied, it is the Fuels flight that ensures the fuel is removed from the aircraft in a safe and quick manner. The fuels flight will also be the primary users and customers for the new POL hydrant system currently being installed on the ramp. This multi-million dollar project will greatly increase our capability to quickly launch and recover aircraft.

The Transportation Flight is actually made up of three subordinate organizations with very distinct AFSC’s. The Traffic Management Office, or TMO, troops are responsible for the movement of cargo and personnel. They manage freight packing and crating, and shipping. For deployments the TMO troops validate the movement of the cargo and personnel through the Cargo Movement Operations System (CMOS). This is how wartime commanders get visibility of their resources as they flow into the area of responsibility.

The Vehicle Operations section provides mass ground transportation for base personnel and equipment. These troops not only drive the buses, trucks, and material handling equipment – they also provide



Maj David Jeske
Commander
Logistics Readiness Squadron

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Congratulations

Civilian

Awards

David Craig
Donna Crone

939CF
939ARW

Promotion

John Brownfield

939MXS

New Appointments

Mark Jones
Barry Hoover (ART)

939MSS
939AMXS

Transfer & ART Promotion

Jon Borden
Jane Dalglish

939ARW
939MXS

ART Transfer

Velincia Johnson

64ARS

Military

Promoted to Master Sergeant

Robert J Alexander Jr.	939MDS
Scott A Goodgion	939AMXS
Paul A Martinez	939CES
Mark A Schackart	939MSG
Dwight A Terry	304RQS

Promoted to Technical Sergeant

Nicholas A Cruz II	939MDS
Chrystal D Gill	83APS
Ronald B. Lockhart	939LRS
Pattee M Renfro	939LRS

Promoted to Staff Sergeant

Van L. Voland II	939MSS
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Promoted to Senior Airman

Siphanhdone Inpeng	939MDS
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Meritorious Service Medal

Col Richard L Hamilton	939MDS
SMSgt Terri Murdock	939MSS
MSgt Frank R Lamothe	83APS

Air Force Commendation Medal

Capt Theresa A Mazzaro	939MSG
MSgt Frank R Lamothe	83APS
TSgt Paul A Martinez	939CES
SSgt Brian L Frederick	939MDS

Air Force Achievement Medal

MSgt Scott D Gates	939MDS
MSgt Dustin C Sandquist	939MDS
MSgt Brian L Wright	939MDS
SrA Carrie J Roth	939MDS

Fuel for Thought

This funded Air Force newspaper is an authorized publication for the men and women of the 939th Air Refueling Wing, Portland, Ore. Contents of Fuel for Thought are not necessarily official views of, or endorsed by, the U.S. government, the Department of Defense, or the Department of the Air Force. The content is edited, prepared and provided by the public affairs office of the 939th Air Refueling Wing (AFRC), Portland IAP, Portland, Ore. Photos are Air Force photos unless otherwise noted. Submissions are appreciated. The mail address is: 939 ARW/PA, (Attn: Fuel for Thought), 6801 NE Cornfoot Road, Portland IAP, Portland, OR., 97218-2797.

We may also be reached via telephone at 503-335-4621 or 4619, via fax at 503-335-4210, or via e-mail at roger.edwards@portland.af.mil.

939 ARW Commander

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Chief of Public Affairs

Maj. Karen Magnus

Public Affairs Specialist/Editor/Admin

Roger A. Edwards



photo by Maj Karen Magnus

MSgt Scott Gates, 939th Medical Squadron, is presented with the Air Force Achievement Medal for his outstanding support during the recent AEF to Turkey. The Medal was presented by Lt Col Ken Lewis, 939th Operations Group commander, in ceremonies held during the March UTA.



photo by Maj Karen Magnus

MSgt Brian Wright, 939th Medical Squadron, is presented with the Air Force Achievement Medal for his outstanding support during the recent AEF to Turkey. The Medal was presented by Lt Col Ken Lewis, 939th Operations Group commander, in ceremonies held during the March UTA.



photo by Maj Karen Magnus

TSgt Brian Frederick, 939th Medical Squadron, is presented with the Air Force Commendation Medal for his outstanding support during the recent AEF to Turkey. The Medal was presented by Lt Col Ken Lewis, 939th Operations Group commander, in ceremonies held during the March UTA.



photo by Maj Karen Magnus

SSgt Dan Tonkin, 64th Air Refueling Squadron, is presented with the Air Force Achievement Medal for his outstanding support during the recent AEF to Turkey. The Medal was presented by Lt Col Ken Lewis, 939th Operations Group commander, in ceremonies held during the March UTA.



photo by Maj Karen Magnus

Col Richard Hamilton, 939th Medical Squadron Chief of Administrative Services, retired in ceremonies held by Col James Ostrander, medical squadron commander, during the March UTA.



photo by Maj Karen Magnus

SSgt Jonathan Edwards, 939MXS, was presented the Air Force Achievement Medal by Maj Kirk Peddicord, 939AMXS commander, in ceremonies during the March UTA.



photo by Maj Karen Magnus

Capt Kerry O'Leary, 939ARW Command Post, was presented the Air Force Meritorious Service Medal in ceremonies held during the March UTA.



photo by Maj Karen Magnus

SrA Carrie Roth, 939th Medical Squadron, was presented the Air Force Achievement Medal in ceremonies held during the March UTA.



photo by Maj Karen Magnus

SrA Dustin Sandquist, 939th Medical Squadron, was presented the Air Force Achievement Medal in ceremonies held during the March UTA.



photo by Maj Karen Magnus

TSgt Nicholas Cruz, 939th Medical Squadron, was promoted to technical sergeant in ceremonies held during the March UTA.



photo by Maj Karen Magnus

SrA Siphandone Inpeng, 939th Medical Squadron, was promoted to senior airman in ceremonies held during the March UTA.



photo by Maj Karen Magnus

MSgt Gary P. Berglund, 939th Aircraft Maintenance Squadron, retired in a ceremony held during the March UTA. Maj Kirk Peddicord, squadron commander, presents MSgt Berglund with a Certificate of Appreciation for his years of service.



photo by Maj Karen Magnus

TSgt Kathryn Mary Riley, 939th Medical Squadron, was re-enlisted by Lt Col Peter Brucker, medical's Chief of Nursing Services, in ceremonies held during the March UTA.



photo by MSgt Greg Thress



photo by MSgt Greg Thress

Mark Schackart, 939th Mission Support Group Career Advisor; was promoted to master sergeant by Lt Col Elaine Barron, Mission Support Group Deputy Commander; and Wing Vice Commander; Col Donald Calvin; and then inducted into Portland's Top Three organization by CMSgt David Roberts in ceremonies held during the March UTA.

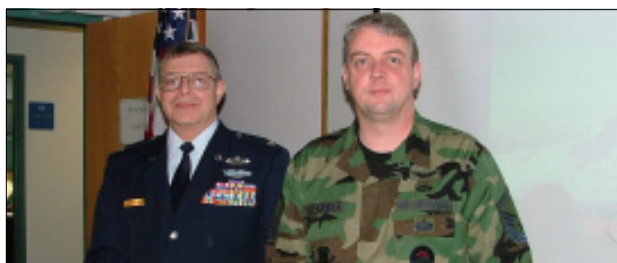
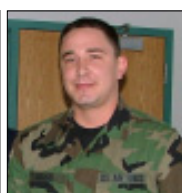
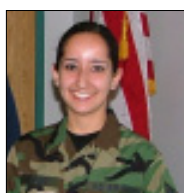


photo by Maj Karen Magnus



photo by Maj Karen Magnus

Robert Alexander, Jr., 939th Medical Squadron, was promoted to master sergeant by Col James Ostrander, MDS commander; then inducted into Portland's Top Three organization by CMSgt David Roberts in ceremonies held during the March UTA.



photos by Maj Karen Magnus

The above individuals are new comers to the 939th Medical Squadron who were welcomed during ceremonies held during the March UTA. They are, from left to right, Lt Col William Straus, Capt Joseph Foss, SSgt Oren Bergfald, SSgt Daniel Tonkin, SrA Isabell Borrego, SrA Alejanoro Durazo and SrA Richard Poor.

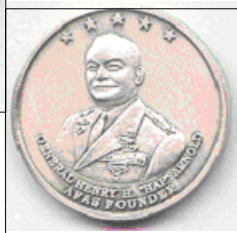
AFAF starts 2004 campaign

The 939th Air Refueling Wing's support of the 2004 Air Force Assistance Fund (AFAF) Campaign, the "Commitment to Caring" Campaign, began March 1, and continues through May 3.

For nearly thirty-years, the AFAF campaign has demonstrated the willingness of Air Force members to take care of their own during emergencies and exceptional circumstances. In 2003, total direct assistance to Guard and Reserve members was over \$336 thousand. Examples of assistance include grants to buy special



medical equipment, basic living expenses and car payments for recently deactivated reservists until civilian pay resumes, and emergency household expenses for the families of deployed reservists.



Those Portland Reservists who donate during the 2004 Campaign will earn a chance at one of the ten General Henry "Hap" Arnold coins that will be given away. For more information on the coin and on how to donate, contact the Portland Family Support Center at 503-335-5011 or via e-mail at: FamilySupport@portland.af.mil.

What's Been Happening Around Us?

by Michael J. Clarke
939th Ground Safety Manager
with material from the Oregonian

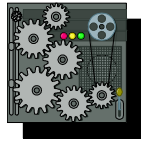
What I hope to do each month is provide you with information of what has happened here at the 939th and in our local area. We often don't recognize the signs of an unsafe situation. We need to take these stories to heart to improve our habits at home and where we work. These articles are excellent tools to study Risk Analysis and Job Safety Analysis. Let's take a look at a few.

January 04:

From the Oregonian- Longview man dies on job at paper-making plant.

A Longview man was killed in an industrial accident at a fiber company, the individual was caught in a piece of paper-making machinery.

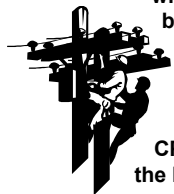
The individual was part of a group of employees who had just finished repairing the machinery when he went back into the machine to do something else to it. Not realizing that the person had gone back into the machine, employees started it back up catching him in the rollers.



We (safety personnel, commanders, and supervisors) talk about the use of proper lock out, tag out procedures when working on our equipment. This example illustrates a breakdown in the communication portion of the procedure.

From the Oregonian- Gresham toddler electrocuted by wire.

A 2-year-old boy was killed when he grabbed a live electrical wire hanging off a building near his home. The boy lived in an apartment behind a convenience store in the southeast and was playing in the back yard when he grabbed the wire, put it in his mouth and was electrocuted. Police and paramedics were called to the scene, where CPR was performed on the boy. He was taken to the local hospital where he was pronounced dead.



Children risk analysis is not new, commercials on live wires dangers have been produced by PGE for years. It is important to continue training our young on these dangerous attractions.

February 04:

From the Oregonian- Man dies while inspecting storage tank.

A trucking equipment company employee died in North Portland while inspecting an empty storage tank without a respirator, according to the Portland Fire Bureau. Co-workers realized Wednesday morning that the individual had been missing for about 45 minutes and went looking for him. They found him unconscious in a large tank that was last used to carry silicon tetrachloride. He was supposed to inspect the tank, which had been empty since last week. Silicon tetrachloride is a toxic gas or liquid. Co-workers tried to revive him but could not. The individual did not have a respirator with him and a Fire Bureau test showed oxygen deficiencies in the storage tank.



Before inspecting the tank the individual was supposed to test the tank for oxygen and carbon monoxide levels and flammability said the Fire Bureau. After testing it, he was supposed to place a tag on the tank indicating it had been tested. No one knows if he tested that tank before he entered it as there was no tag on the tank.

Confined space dangers are present everywhere on this base, on our aircraft, around our buildings and sometimes in areas not normally recognized as confined spaces. Do you know where they are? Do you know where there are confined spaces at home? Do a risk analysis. It can make a difference.

From the Oregonian- Speedy snowboard crash kills man at Mt. Hood Meadows.

The second snowboarder to die in less than a month at Mt. Hood Meadows was heading straight down the mountain at more than 35 mph when he fell. A 29 year old



Southeast Portland man died of multiple injuries at the ski resort's medical clinic following the crash. The individual was wearing a helmet as he went down the run called The Face, which is rated "most difficult" on the ski resort's trail map. Witnesses said "he just straight lined down with a lot of speed and crashed at the bottom".

The easiest thing to do is not be concerned about taking risks. But it isn't hard to do an analysis that would reduce a risk. Can you see what changes could have been done to reduce or remove this risk?

March 04:

From the Oregonian- Fairview driver hits patrol car, SUV on I-84.

A 27-year old Fairview woman who apparently fell asleep at the wheel and slammed into a County sheriff's patrol car Monday morning told investigators she didn't recall even getting on the freeway before the crash. The incident occurred shortly after midnight in the east bound lanes of I-84 just east of the 207th Avenue exit. A police officer had pulled over a driver and was asking questions when he saw headlights approaching. The patrolman thought they belonged to another patrol car coming to assist in the traffic stop.



When the patrolman realized that the car was not going to stop, he stepped back into the traffic lane and watched as the pickup slammed into the back of his patrol car and then into the SUV. The driver was treated for minor injuries and faces charges of reckless driving, reckless endangerment.

We all think we can continue to perform a job far beyond our actual condition to do so. If we all use common sense and the tool we've been given to weigh all the risks we face daily and then correct for those recognized risks we will survive to work and play another day.

BE SAFE, BE AWARE

Ground or air

Lightening can be deadly

by Lt Col Jay Pyles
Chief, 939ARW Safety

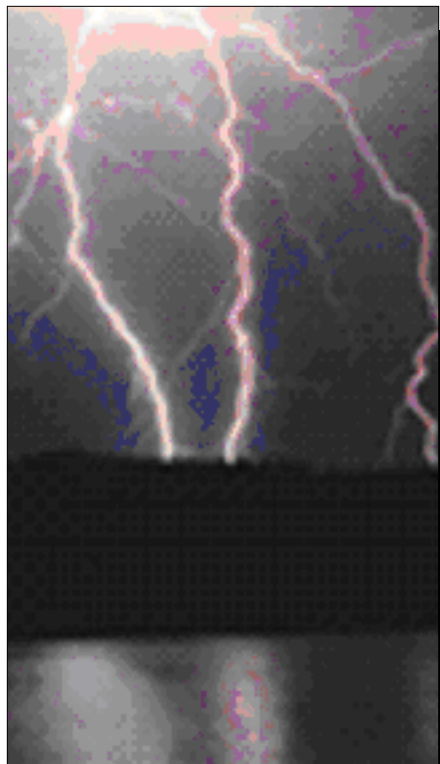
Spring is upon us with its warmer weather, flowers, pollen and - even in the Pacific Northwest - thunderstorms. Thunderstorms create lightening which, on the ground, is the leading cause of weather related deaths. In the air lightening strikes occur more often than we would like.

In the last ten years the Air Force has had over 100 lightening strikes, two of which occurred to aircraft flown by the 939th Air Refueling Wing, in the last 12-months.

Both of our strikes were to the radome and caused about \$20,000 damage each. Both aircraft took multiple strikes to the nose. The crews brought the aircraft back safely and maintenance replaced the fried radar systems.

It could have been worse: A Pan Am 707 exploded in-flight in the 60's due to the lightening strike igniting fuel in the main fuel tanks.

An airliner in the 70s, flying at Flight Level 210 (21,000'), was struck by lightening causing a fire on the right wing which then separated. The aircraft crashed in flames in mountainous terrain.



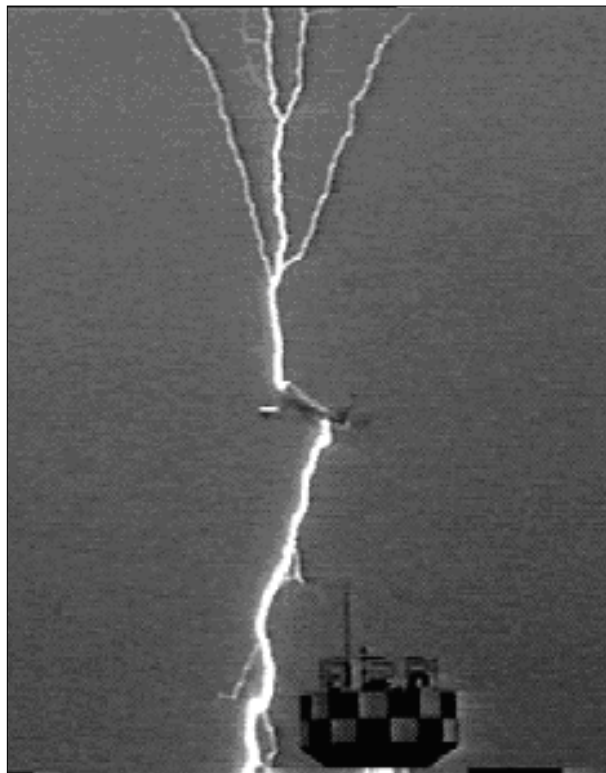
In the late 80s a Metro aircraft was hit by lightening, lost all electrics and, eventually, the right wing broke off in an uncontrolled descent.

Lately aviation hasn't experienced catastrophic strikes like these. This is due to improved weather reporting, monitoring and onboard aircraft systems that allow our pilots to deviate around storms.

But still we are hit. The

most common reason for encounters between U.S. Air Force aircraft and thunderstorms is poor decision making by the people flying the aircraft or controlling aircraft operation.

The decisions range from a commander deciding to authorize local daily flying with thunderstorms in the vicinity of the airfield, to pilots not monitoring their weather radar systems closely when in an area of cumulonimbus clouds,



clouds that are much larger and more vertically developed than fair weather cumulus clouds.

We aviators can help to avoid lightening strikes by adhering to MAJCOM guidance and doing the best we can to avoid weather conditions conducive to creating thunderstorms and lightening strikes. The Air Force Safety Center web site, www.afsafety.af.mil, has a link to an online website for training for thunderstorm avoidance. Take a look.

Sources:

1. National Lightening Safety Institute, Aviation Losses from Lightning Strikes, www.lighteningsafety.com, 19 March 2004
2. Major Elizabeth A. Coates, When Lightning Strikes, USAF "Flying Safety" article, Flying Safety, May 1999
3. Major General Timothy Peppe, Thunderstorms and Flying, Aviation Weather Committee internet course, Lesson 6, www.nwas.org/committees/avnwxcourse, 4 June 2001
4. Richard T. Hashbrouck, Mitigating Lightning Hazards, Science and Technology Review, May 1996

939th Recruiting having best year ever

by Roger Edwards

"So far as anyone can tell, Air Force Reserve Recruiting in Portland is having its best year ever," said SMSgt Gregory Pliler, 939th Air Refueling Wing Senior Recruiter. "If we can manage to keep up the production we've enjoyed so far this year, we'll hit 130 accessions by year's end."

The graph (below) shows the rate of production so far this year (the graph is dated – another enlistment occurred on March 19, bringing the total to 70 instead of 69). That is more than half the Air Force Reserve Command goal of 114 accessions for the year – October 1 to September 30.

When asked what is different about this year SMSgt Pliler said, "The main thing is that we've got an outstanding group of recruiters. They're all fairly new in the field, eager and working hard. They share information really well, and help each other out. They're a team."

"We're also using the Impact Program, a fairly new

method of dealing with our candidates, and we're getting a lot of assistance from unit members using referrals under the Get-One Program," he said. "In fact, 15 of the 70 people who have joined so far this year are Get-One referrals – that's 21 percent of our total. I want to thank everyone who has participated in Get-One, and to encourage everybody else to get on board."

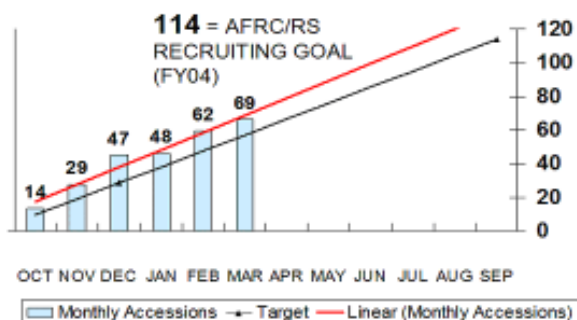
There are a great many aspects to a successful recruiting program. They all are working well for the 939th this year.



photo by Roger Edwards

Members of the 939th Air Refueling Wing recruiting staff complete the paperwork for another candidate to become a member of the U.S. Air Force Reserve. Recruiters are TSgt John Kotek (seated left), TSgt Jon Hovda (seated right) and SMSgt Gregory Pliler (standing), the wing Senior Recruiter.

AIR FORCE RESERVE RECRUITING FY04 RS TOTAL ACCESSIONS

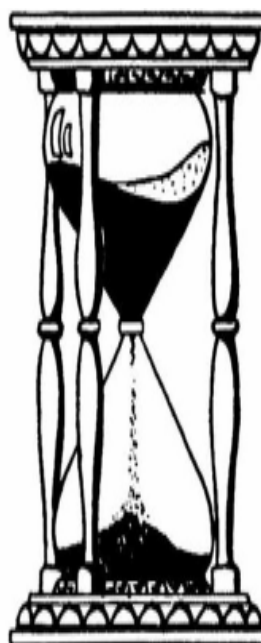


The 939th's New O-6s

*Invite you to come share
their celebration*

*at the
Columbia Point Club
1545*

U7A Saturday



*Daylight
Savings
Time!
Spring Ahead
2 a.m.
Sunday
April 4th*

Stay fashionable

Buy from the Chiefs

by Roger A. Edwards

To be fashionable around the 939th Air Refueling Wing, all you have to do is pay a visit to the Chief's Store. With branches in the wing headquarters building and in the 939th Maintenance Squadron building, the store is easy to get to and, although stock on hand is limited, it's easy to get what you want.

"We carry more than just wing and squadron ball caps," said CMSgt David Roberts, Wing Performance Planner and Chief's Store CEO. "We keep the ball caps, tee-shirts and polo shirts on hand in a range of sizes," he said, "but we can order almost any kind of garment a wing member might want, in all colors and all sizes, and all decorated with the wing logo. Special order items normally arrive within 3 to 4 weeks and always before the following UTA.



CMSgt David Roberts shows MSgt Stacey Sweat one of the Chief's Store in-stock shirts.

photo by Roger Edwards

that include (among other things) blankets, briefcases, backpacks and bath robes along with shirts and sweats.

"We charge a flat \$5 over cost on catalog items," said CMSgt Roberts, "and somewhat less on most of the items in stock. It makes no difference if you are buying a \$25 item or a \$250 leather flight jacket.

"The \$5 adds up and allows the Chiefs to support wing activities," he said. "For instance, we provided the bounce house and clown face painters during last summer's Family Appreciation Day, as well as the trophies for the Family Appreciation Day Car Show."

The items sold in the Chief's store are all of high quality," said CMSgt Roberts. "They are produced locally by the same people that produce the ball caps for the New York Police and Fire Departments. So they will last a while and they make excellent gifts.

"Come on by and check out the

Leafing through the catalog shows available products

catalog," he said. "I'll be glad to help you."



photo by Roger Edwards

Ball caps, tee-shirts, Polo shirts and wing coins are all kept in stock at the Chief's Store branch in building 300. Combined with sales from the catalog, the store allows the 939th chiefs to support activities for the wing.

Taking the Wing

Continued from page 1

the government drivers license service and the vehicle control function. If you need a vehicle or training on a vehicle, they'll tell you how to get there.

Lastly, the Vehicle Maintenance section performs maintenance on a variety of equipment such as buses, forklifts, k-loaders, trucks, vans, and almost everything else that drives. They provide commanders with a vehicle commission report indicating the resources available. These hard working airmen ensure that the wing stays moving.

The LRS Supply Flight coordinates materiel storage, distribution, equipment validation, weapons and ammo, and the Mobility Readiness Spares Package (MRSP kit) for the wing. These critical skills ensure that when the call comes to go to war, we have what we need to take with us.

The Supply Flight acts as a liaison with the Guard Wing host's Chief of Supply. Supply troops work with base supply to validate all requisitions from the 939th are entered

correctly in the supply system and are being sourced.

Supply troops also identify the most critical items on order for review by higher headquarters.

The most visible function of the Supply Flight however, is the management of the MRSP kit. The MRSP kit is the parts and supply package that deploys with our aircraft. If the aircraft need essential items to fly while in their deployed location, this kit is the resource. Our personnel identify shortfalls, review requirements of each item in it, add items as they become necessary, and pack the kit for deployments – all to ensure that in a deployed location we have the right KC-135 parts at the right time. Pilots without parts are pedestrians.

Each of the four LRS flights; Supply, Transportation, Fuels and Logistics Plans, exist to support the combat mission. Each manages processes and functions that are essential when deployment orders are received by the wing. The LRS troops are truly the "Go to War Guys" for the 939th ARW.

Air Force Reservists step up for Mideast Duty

by Capi Lynn
Statesman Journal
March 11, 2004

They are in the Air Force, but they are on loan to the Army.

Five reservists from the 939th Air Refueling Wing in Portland were deployed last month to support Army trucking companies in the Middle East.

Their mission will be driving convoy vehicles in northern Iraq.

"These guys truly are going over to do one of the most thankless jobs in the military and, coincidentally, one of the most dangerous," said Maj. David Jeske, the group's commander. "Everybody has read about convoys that have been attacked."

He doesn't have to remind Arlette Johnson, whose daughter, Muriah Frizzell, is among the select five.

Convoy attacks have become an almost daily occurrence in Iraq.

Perhaps that is why Frizzell spared her mother the details of the expected six-month mission.

"She was just trying to protect me," Johnson said.

Frizzell is a transportation specialist with the 939th's Logistics Readiness Squadron. She volunteered for the deployment, as did the others. They are among about 100 airmen worldwide who were mobilized to fill gaps for an Army that is stretched thin.

The "Fab Five," as the group is referred to around the 939th, has local ties. Jeske lives in Salem, and Frizzell's parents live in Keizer.

Unlike large military units that are deployed together, Jeske said these individuals face additional challenges because they will work alongside soldiers they don't know and haven't trained with.

"It makes it a little bit scarier for them," he said. "We have a squadron of 65, and only five of them went. It would have been more comforting if the other 60 had gone with them."

In addition to Senior Airman Frizzell, others deployed were Master Sgt. Joseph Holness, Gresham; Tech. Sgt. Robert Thater, Vancouver, Wash.; Staff Sgt. Dan Nielsen, Vancouver; and Senior Airman James McGregor, Longview, Wash.

Before leaving, they spent about a month undergoing intense training with the Army, which included trips to Fort Leonard Wood, Mo., and Fort Dix, N.J.

They learned convoy combat tactics. They learned to spot roadside bombs, fight off ambushes and deal with civilians swarming their vehicles.

"What we've tried to do is give these folks training on how to prevent being attacked," Jeske said.

They left Feb. 18 for Kuwait, where their training has continued. They are expected to move into northern Iraq in another couple of weeks.

Jeske plans to do what he can to help them adjust to their new mission, starting with frequent communication.

"I may be all the way back here, but I'm still their commander, and I'm still looking out for them," he said.

Frizzell, who is single, joined the Air Force after graduating from North Bend High School in 1991. She

served active duty for four years, then joined the Reserve. Her mother said she had dreamed of being in the Air Force since sixth grade.

But neither expected a mission like this, especially not with another branch of the military.

Frizzell accepted it as part of her duty and told her mom, "I need you to be strong because I am a soldier."

She had to pack up her apartment and take leave from her property-management job in Portland.

When Frizzell and the others volunteered, Jeske asked each if there was any reason he or she wouldn't be able to maintain focus or do the job that was expected of them. They all were resolved to accept the mission, particularly Frizzell.

"None was more vocal and adamant about it than she was," Jeske said. "She said all the things that, as a commander, you kind of hope your people say — 'This is what I trained for my whole career for; this is why I joined to do things like this; an entire military career can be defined by answering the call when that one call comes.'"

"She was very determined to answer that call."



Muriah Frizzell (center) stands with her parents, Arlette and Randy

photo by the Statesman Journal

(Editor's Note: The above article and photo was reprinted from the Statesman Journal with permission.)

939th member

Eagleheart accomplishes

by Roger Edwards

Accomplishment seems to follow SrA Brian Eagleheart, intelligence analyst for the 939th Air Refueling Wing since September. He has graduated from Portland State University with a BS in a dual major (finance and black studies), has owned and operated his own financial consulting

business, has served as an intelligence analyst with the Marine Corps Reserve in Iraq and is largely responsible for raising the \$4.5 million dollars used to build the recently opened Native American Center on the PSU campus. And he still has a small portfolio of investment clients.

He is currently a credit analyst for a local bank.

SrA Eagleheart, who is of Eastern Cherokee ancestry, grew up in Phoenix, Arizona. "My family and I moved to Portland just before I started to high school," he said, "and I graduated from John Marshall High in 1995.

He entered college with the intention of mastering information systems. "But I got the opportunity to do an internship with Barbara Sue Seal Properties (a real estate firm) just before it was sold to Caldwell Banks. The financial wheeling and dealing was fascinating," he continued, "and I decided to switch my major to finance.

"But I wanted some balance to my studies also. When I checked I found that the school didn't offer a course in Native American Studies, so I went with Black Studies instead. I also thought it might prove useful at some point."

When he arrived at PSU he was told about a project that had been talked about for some years but never acted on –

a project to build a Native American Center on campus. "The big problem was that no one had ever really just done anything about it," he said. "I looked and decided that it would be a good project that would help the school, the local community, the Native American Community and the students. So I decided to do it.

"I started it in 1996," he said, "but was soon joined by

Rose, Silvia and others. We went about raising money. We went to the Native American Community, businesses, individuals and anyone we could discover who might have money to donate."

SrA Eagleheart came through with the first large donation. "I talked to one person who gave me a check for \$500,000," he said. I knew then that we could do it."

The Center opened on campus last October, seven years after the first proposal was made to SrA Eagleheart. "It's already generating a lot of good," he said. "Native American Artists have donated a half-million dollars of art for display, the university is working toward establishing a Native American

Studies program, and a lot of the kids on campus have a nice new place to spend some time."

They say that once you are a Marine, you are always a Marine, and Eagleheart may prove the point. The Corps did away with his local reserve billet by the time he returned from deployment to Iraq. They gave him the option of joining units in California or Hawaii to continue in his specialty, or of retraining into another job. He took the third option and transferred to the 939th instead – but he still sports the Corps haircut, the "High and Tight."



Photo by Roger Edwards

SrA Brian Eagleheart, who earned his degree in finance at Portland State University and currently works for a bank, still has his hair cut in the "high and tight" style favored by the Marine Corps, his military alma mater. The senior airman, who is of Eastern Cherokee ancestry, was largely responsible for raising the \$4.5 million used to build the recently opened Native American Center on the PSU campus.

The incident

"It was really no big deal," said TSgt Cody Yeager about rendering assistance to an elderly couple who had slide off the highway during the January snow and ice storms that affected so many people in the Northwest. "I happened to be behind them on January 11, returning home from the UTA, when I saw them slide onto the shoulder of the road.

"I pulled in behind them and offered what help I could. I saw that they were more panicked than anything else – so I offered to let them use my tire chains. The gentleman wasn't well, so I put the chains on for them.

"I'm used to driving when conditions are poor," she continued. "I live in central Oregon and drive a hundred miles a day to work. My vehicle is a four wheel drive Jeep and I had studded snow tires installed in addition to having chains available.

"It was just no big deal. It's what anyone would do in similar circumstances."

The elderly couple involved had a different point of view as the following letter clearly indicates.

(Editor's Note: On February 28, the following letter was written and sent to the commander of Portland's 83rd Aerial Port Squadron.)

Hello,

My husband, Charles and I want to commend you on one of your Air Force members.

In January we were returning from Portland, Oregon to our home in Terrebonne. We are not used to driving in snow and ice, as we only moved here from Cornwall (England) in August last year. I suppose I was driving slowly and at one point our car slid off the highway.

A car immediately pulled in behind us and we saw a soldier's uniform approaching our car. Well do we remember the sight of those uniforms

during our time of need in England. Sergeant Cody Yeager asked if we needed help and let us use her tire chains, leaving her with none for her own car. My husband is unwell, so she offered to put them on for us. She followed us until we were out of danger and when we pulled over; she took them off for us. But she stayed behind us until we reached our turnoff in Jefferson County, Oregon. She wouldn't accept any money, saying she was glad she was there.

We are so thankful and thankful to all of you who do so much for us. Sergeant Yeager and all of you are our heroes.

May God Bless You All!
Millie Whitlefield

About TSgt Cody Yeager

TSgt Cody Yeager has been a member of the 939th family for four years. "I had been a member of an Army Reserve unit down in Eugene that was deactivated just about the same time as I moved to Central Oregon," she said. "I looked around over here for a unit to continue my military involvement – but found nothing but Army National Guard units.

"I didn't want to get involved with the Guard and decided that if I was going to have to drive to Portland to stay with it — I'd look over all available branches. When I found the 939th I knew where I wanted to be.

TSgt Yeager works in special handling at the 83rd Aerial Port Squadron, moving everything from bombs to bodies. She has four years to go until her retirement.

In civilian life TSgt Yeager is the director of the Warm Springs Branch Campus of Central Oregon Community College.



photo downloaded from the World Wide Web

It was on a day like the one pictured above in a photograph from the internet, that Charles and Millie Whitlefield slid off the road on their way home to Terrebonne, Ore. TSgt Cody Yeager happened to be returning to her home from the January UTA, and was driving behind the Whitlefield's when the incident occurred. She became the hero of the day.

It's time to do something different

Elaine retires at 30 years

by Roger Edwards

A fixture in the Vancouver/Portland Army and Air Force Exchange Service system leaves us April 30. Violet Elaine Jordan, known to all as Elaine, is retiring as manager of Portland's Air National Guard Base Base Exchange.

"I've been working with AAFES for thirty-years now," she said. "It's time I do something different."

She has things to do. "I'm a new great grand mom," she said. "I've got my kids, my six grand-kids and now the first great grandchild, an eight-pound, seven-ounce boy born February 28. My husband hopes to retire July first and we intend to go down to check on our land (43-acres leased out on the Ute reservation in Utah).

"And I want to travel some," she continued. "I've got a sister in Albuquerque I want to visit – and I'd like to see some of the country."

Elaine will still be around from time-to-time. "I'm retiring, not dying," she said. "I'll still be living in Vancouver and I'll

have my retired ID card. That will give me use of the facilities, so I'll be coming out – visiting and shopping."

Asked what she thinks she'll miss most after she retires,



photo by Roger Edwards

All three members of the Portland AAFES staff celebrated birthdays within four weeks of each other. Manager Elaine celebrated her 54th year on February 15; Fran Page (left) celebrated her birthday on March 9 ("I'm 29 and holding," she said); and Patty Evans (right) turned 48 on March 12.

Happy Birthday!

Elaine answered without hesitation. "I'll miss being here with Fran and Patty," she said of her award winning staff, "and I'm gonna miss my customers and friends."



photo by Maj Karen Magnus

Col Richard Gano, 939th Mission Support Group commander, passes the flag to Maj Connie Jenkins in an Assumption of Command Ceremony as she assumes command of the 83rd Aerial Port Squadron. The ceremony took place on Sunday, March 7, during the March UTA.



photo by MSgt Greg Thress

Col Richard A. Gano, 939th Mission Support Group Commander, re-enlisted Technical Sergeants Tony W. Peterman (left) and William E. Cote (center) in a ceremony held on Saturday, March 6, during the March UTA. To keep the event interesting, Col Gano began the ceremony by reading the pair their Miranda Rights.

Kappus returns from Idaho

by Roger Edwards

TSgt Leo Kappus is back.

While he was away the sergeant proved himself to be a real Air Force Reserve asset.

"I spent the last four months on temporary duty at Mountain Home Air Force Base," he said. "While at Mountain Home I was designated NCOIC of Facility Maintenance for the 366th Services Squadron."

TSgt Kappus was responsible for fixing or replacing worn exercise equipment and for coordinating with Civil Engineering to make sure facilities were in good repair. He was also designated the 366th Physical Training Leader, responsible for helping squadron members track their performance and meet the new Air Force Fit to Fight Program standards, and he acted as personal trainer, making sure that individuals knew how to do exercises properly and worked at a steady pace toward their goals.

"I was given a \$150,000 budget to buy new gear for them," he said. According to his supervisor he did a good job. In his evaluation, TSgt Kappus is credited with the unit meeting or exceeding Golden Eagle Standards and with the Mountain Home Fitness Center meeting Air Force standards for the first time in ten-years. In addition he is credited with

saving in excess of \$100,000 in repair and operating costs, and with instituting a program that will continue to save about \$35,000 a year.

His work, his innovations and his leadership resulted in TSgt Kappus being named NCO of the Quarter for Mountain Home, and in him earning the Air Force Commendation Medal.

A traditional reservist, the sergeant is a chef in civilian life, hoping to specialize in Pacific Rim Cuisine – with plans to open his own catering business. But until the business gets off the ground he hopes to put in some man days at PANG, and to do for the 939th Air Refueling Wing some of what he has already done for Mountain Home.

"I've been designated the NCOIC of the Fitness Center," he said, "and will also be the Physical Training Leader for the 939th Services Flight." As the PTL, TSgt Kappus will repeat some of his actions in Idaho, and will oversee member efforts to meet Fit to Fight standards. "I'll also be the one officiating at the physical fitness performance evaluations," he said. "If one of my guys hears me repeating a number while he's doing push-ups, it'll be because he's not doing it right and has to do it again."

"I may also want to make some changes at the center," he said, "but that's dependent on the time and money we have available."



photo by Roger Edwards

TSgt Leo Kappus returns to Portland after four months temporary duty at Mountain Home Air Force Base.

Correction!

The March issue of Fuel For Thought ran an item concerning the Home Depot's Project Home Front program.

The item appeared in error.

The program, which set aside \$1 million to assist families of deployed military members with home repairs, ran through October of last year when funding was exhausted.

Fuel for Thought staff extends our apologies for any confusion we may have created.

Wing is AFRC Orr nominee

The 939th Air Refueling Wing has been selected as the Headquarters Air Force Reserve Command nominee for the 2004 Air Force Association Verne Orr Award.

The Award is named after former Secretary of the Air Force Verne Orr, and is presented annually to the single Air Force unit, active or reserve, that has made the best use of its human resources to achieve its full potential and accomplish the mission.

"Outstanding work everyone," said 939ARW commander, Col Mark Kyle. "Now more and more people will know what I've known all along.

"Congratulations."

They are collectible

PJ action figures

by Roger Edwards

In an article in Airman Magazine, Air Force Pararescue Jumpers – PJs for short – were called “extreme emergency medical technicians,” “a cross between Schweitzer and Schwarzenegger,” and “Rambos of resuscitation.” PJs have a tough, demanding, dangerous job that can make the difference between life and death for people ranging from civilian sailors at sea to sportsman mountain climbers to U.S. Air Force pilots down behind enemy lines.

But, as MSgt Jon Swails of Portland's 304th Rescue Squadron says, “you know you're in

a glamorous, romantic profession when they make action figures based on what you do.”

PJs are different from the Army's Rangers and Navy's Seals. For one thing, instead of thousands, there are only about 300 PJs. And while the PJs can and do hold their own in a fight, the thrust of their mission is saving lives.

The makers of collectible action figures have responded. Along with action figures ranging from GI Joe in various guises to action figures representing troops and special forces from around the globe – you will find U.S. Air Force

Pararescue Jumpers – PJs. A Google search resulted in more than 400 hits for PJ action figures.



photo by Roger Edwards

The above PJ action figures are owned by MSgt Jon Swails and are kept on display in his office at the 304th Rescue Squadron.



Photo downloaded from the World Wide Web

The picture above is from an ad on the internet illustrating some of what a Pararescue Jumper, a PJ, does. The photo at the right is a model posing as a new collectable PJ action figure that will soon be available. A Google search for PJ action figures resulted in more than 400 hits on the World Wide Web.



Photo downloaded from the World Wide Web

the back page

Ask Sgt Look Sharp

Question of the month...

I saw someone in uniform wearing a long sleeve shirt with cuff links on, are cufflinks authorized?

Men's Service and Dress Uniforms, Cufflinks are authorized to wear on the long sleeve shirt as long as they are "Wing and Star" design, oval cuff links bearing the Air Force coat of arms (satin finish or highly polished, only highly polished with service dress uniform) or plain, silver, satin finish or highly polished cuff links.

Reference: AFI36-2903AFRCSup1
Chapter 2 – Table 2.1, Line 13, pg 51

Did you know...

When wearing Battle Dress and Standardized Functional Uniforms, Military creases are prohibited. The long-sleeved camouflage pattern may be rolled up; if rolled up, sleeve material must match shirt and will touch or come within 1 inch of forearms when arm is bent at 90-degree angle. Ensure chevron is fully visible; may be removed in the immediate work area.

Reference: AFI36-2903AFRCSup1
Chapter 2 – Table 2.2, Line 1, Pg 52

Acronym of the month...

AFPD—Air Force Policy Directive

Reference: AFI36-2903AFRCSup1
Attachment 1 - Pg 125

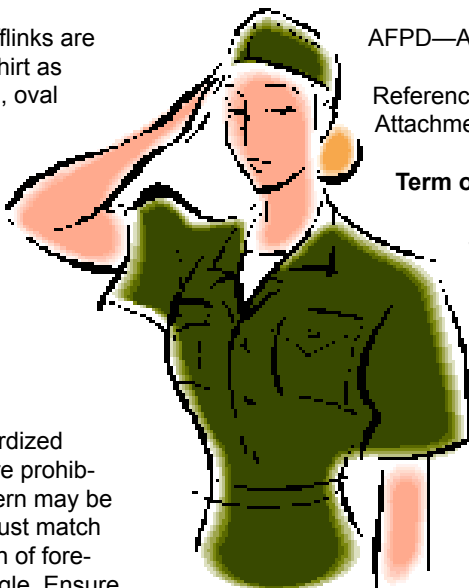
Term of the month...

Service Cap Insignia—Nickel antique finish with polished highlights.

Reference: AFI36-2903AFRCSup1
Attachment 1 - Pg 126

Questions, Comments Suggestions,
E-mail neal.therrien@portland.af.mil

Neal Therrien
Neal Therrien, TSgt/WG10, USAFR
Workgroup Manager (WM)



The First Annual 939th Air Refueling Wing DINING - OUT

Date: 1 May 2004

Time: 1830 - midnight

Place: Sheraton Hotel (Airport)

Price:

E-1 - E-6: \$30

E-7 - E-9: \$36

O-1 - O-3: \$38

O-4 - O-6: \$42

Dress:

Officers: Mess Dress

Enlisted: Semi-formal (Mess Dress Optional)

Tickets:

See your 1st Sergeant

SALES END 13 APRIL 2004

Use ordinals correctly

by Roger Edwards

If you prepare correspondence, you should be aware of the following and use it to add accuracy to your writing.

An ordinal is a number used to designate place or position and that may be used in a unit designation. Ordinals may be spelled out as in first, second and third, or written in an alpha-numeric abbreviation as 1st, 2nd and 3rd.

The Air Force has specified the way to use ordinals in a unit designation. According to Air Force Handbook 33-337, 30 June 1997, if a unit name is spelled out, the ordinal alpha-numeric abbreviation should be used. If the unit name is abbreviated, do not use the ordinal alpha-numeric abbreviation. Thus; 939th Air Refueling Wing is correct while 939 Air Refueling Wing is not. 939ARW is correct while 939th ARW is incorrect.

The alpha part of the alpha-numeric abbreviation should always appear as standard script instead of superscript – the smaller letters written above the level of the line base (i.e. 5th). The Word default is to auto correct to superscript as you type. To change the default go to Tools, AutoCorrect Options, Auto Format As You Type – and uncheck Ordinals (1st) with superscript.